Property | 1208 S Blount St
---|---
Size | 3.84 acres
Existing Zoning | IX-3
Requested Zoning | PD
TO: Ruffin L. Hall, City Manager

FROM: Ken Bowers, AICP; Jason Hardin, AICP

DEPARTMENT: Planning and Development

DATE: October 19, 2020

SUBJECT: Public hearing for November 4, 2020 – Rezoning Z-14-19

On October 6, 2020, City Council authorized the public hearing for the following item:

**Z-14-19 Blount Street PD**, acres in the block bounded by South Blount Street, Bragg Street, Branch Street, and South Person Street, consisting of Wake County PIN 1703738654. Approximately 3.8 acres are requested by SM Raleigh LLC to be rezoned.

**Current zoning:** Industrial Mixed Use-Three Stories (IX-3)

**Requested zoning:** Planned Development (PD)

The proposed PD uses Neighborhood Mixed Use (NX) as a base district. It prohibits vehicle fuel sales, vehicle sales, and vehicle repair. Among other provisions, it limits residential units to 100 and commercial space to 10,000 square feet; limits height to five stories and 55 feet, with the top floor restricted to use as a rooftop deck; includes on-site art that recognizes the history and significance of the South Park neighborhood; and specifies that open space would be accessible to the public.

The request is consistent with Future Land Use Map.

The request is consistent with the Comprehensive Plan.

The **Planning Commission** voted 6-2 in support of the request. One of the commission members who voted against the request mentioned the lack of specifically dedicated affordable housing units.

The **Central CAC** voted in favor of the rezoning (Yes-16, No-0) on November 4, 2019.

Attached are the Planning Commission Certified Recommendation (including Staff Report and Traffic Study Worksheet), the Petition for Rezoning, the PD narrative and plan sheets, and the Neighborhood Meeting Report.
**RALEIGH PLANNING COMMISSION**

**CERTIFIED RECOMMENDATION**

CR#12034

---

**CASE INFORMATION: Z-14-19 (MP-1-19) S. BLOUNT ST**

<table>
<thead>
<tr>
<th>Location</th>
<th>S. Blount Street, at the southeast corner of its intersection with Bragg Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>1208 S. Blount Street</td>
</tr>
<tr>
<td>PIN</td>
<td>1703738654</td>
</tr>
<tr>
<td>iMaps, Google Maps, Directions from City Hall</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Current Zoning</th>
<th>IX-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Requested Zoning</td>
<td>PD</td>
</tr>
<tr>
<td>Area of Request</td>
<td>3.84 acres</td>
</tr>
<tr>
<td>Corporate Limits</td>
<td>The site is within Raleigh’s corporate limits.</td>
</tr>
<tr>
<td>Property Owner</td>
<td>SM Raleigh, LLC 4020 Westchase Boulevard, Suite 470 Raleigh, NC 27607</td>
</tr>
<tr>
<td>Applicant</td>
<td>Worth Mills, Longleaf Law Partners 2235 Gateway Access Point, Suite 201 Raleigh, NC 27607</td>
</tr>
<tr>
<td>Citizens Advisory Council (CAC)</td>
<td>Central CAC</td>
</tr>
<tr>
<td>PC Recommendation Deadline</td>
<td>September 28, 2020</td>
</tr>
</tbody>
</table>

---

**COMPREHENSIVE PLAN GUIDANCE**

<table>
<thead>
<tr>
<th>Future Land Use</th>
<th>Neighborhood Mixed Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Form</td>
<td>None</td>
</tr>
</tbody>
</table>
| Consistent Policies | Policy LU 1.2 Future Land Use Map and Zoning Consistency  
Policy LU 4.4 Reducing Vehicle Miles Traveled Through Mixed-use  
Policy LU 5.4 Density Transitions  
Policy LU 7.5 High-Impact Commercial Uses  
Policy LU 8.1 Housing Variety  
Policy LU 8.10 Infill Development  
Policy LU 11.4 Rezoning/Development of Industrial Areas  
Policy UD 7.3 Urban Design Guidelines  
Policy EP 1.1 Greenhouse Gas Reduction  
Policy H 1.8 Zoning for Housing  
Policy AP-SP 2 South Park Focal Point |
| Inconsistent Policies | None |

---
PROPOSED MODIFICATION OF NX STANDARDS

Article 7.1 Parking. Vehicle parking will be provided at DX requirements, which do not require parking and limit parking to no more than two spaces per unit.

Existing code requirement: One space is required per bedroom, and one space per 10 units is required for visitor parking. One space per 300 square feet is required for retail use, and one per 400 for office use.

Article 3.2 Base Dimensional Standards. Outdoor amenity area will not be required.

Existing code requirement. An amenity area of at least 10 percent of the site is required for each of the potential building types. PD requirements include at least a 10 percent open space area.

Article 3.2.4 Base Dimensional Standards

<table>
<thead>
<tr>
<th>Apartment Building Type</th>
<th>Proposed</th>
<th>Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum lot area</td>
<td>No minimum</td>
<td>10,000 square feet</td>
</tr>
<tr>
<td>Primary build-to percentage</td>
<td>Minimum 55 percent</td>
<td>Minimum 70 percent</td>
</tr>
<tr>
<td>Side build-to percentage</td>
<td>Minimum 20 percent</td>
<td>Minimum 35 percent</td>
</tr>
<tr>
<td>Ground floor elevation</td>
<td>0 feet</td>
<td>2 feet</td>
</tr>
<tr>
<td>Ground floor transparency</td>
<td>20 percent minimum</td>
<td>20 percent minimum</td>
</tr>
<tr>
<td>Upper floor transparency</td>
<td>15 percent minimum</td>
<td>15 percent minimum</td>
</tr>
<tr>
<td>Blank wall maximum</td>
<td>No maximum along Bragg and Branch; 35 linear feet along Blount and Person</td>
<td>35 linear feet</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>General Building Type</th>
<th>Proposed</th>
<th>Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Setback from alley</td>
<td>4 feet</td>
<td>5 feet</td>
</tr>
<tr>
<td>Blank wall maximum</td>
<td>20 feet</td>
<td>30 feet</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mixed Use Building Type</th>
<th>Proposed</th>
<th>Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Setback from alley</td>
<td>4 feet</td>
<td>5 feet</td>
</tr>
<tr>
<td>Ground story height</td>
<td>11 feet</td>
<td>13 feet</td>
</tr>
<tr>
<td>Ground story transparency</td>
<td>33 percent min.</td>
<td>50 percent min.</td>
</tr>
</tbody>
</table>

ADDITIONAL STANDARDS SPECIFIED BY PD

| Uses prohibited                  | Vehicle fuel sales, vehicle sales, vehicle repair |
| Total residential units          | 100                                                  |
| Total commercial space           | 10,000 square feet                                   |
| Maximum height, Tract A (all but southeast corner of site) | Five stories/55 feet, with the top story limited to rooftop deck and access |
| Maximum height, Tract B          | Three stories/50 feet                                 |
| Units with primary access to public street | 40 percent                                   |
| Facade materials                 | Will consist of one ore more of glass, concrete, masonry, stone, and stucco. Synthetic stucco and vinyl will not be used, except as windows or trim |
| Art                              | A local artist will create on-site art that "recognizes history and significance of the South Park neighborhood" |
FUTURE LAND USE MAP CONSISTENCY
The rezoning case is ☒ Consistent ☐ Inconsistent with the Future Land Use Map.

COMPREHENSIVE PLAN CONSISTENCY
The rezoning case is ☒ Consistent ☐ Inconsistent with the 2030 Comprehensive Plan.

PUBLIC MEETINGS

<table>
<thead>
<tr>
<th>Neighborhood Meeting</th>
<th>CAC</th>
<th>Planning Commission</th>
<th>City Council</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11/4/19 (16 yes, 0 no)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PLANNING COMMISSION RECOMMENDATION

☒ The rezoning case is Consistent with the relevant policies in the Comprehensive Plan, and Approval of the rezoning request is reasonable and in the public interest.

☐ The rezoning case is Consistent with the relevant policies in the comprehensive Plan, but Denial of the rezoning request is reasonable and in the public interest.

☐ The rezoning is Inconsistent with the relevant policies in the Comprehensive Plan, and Denial of the rezoning request is reasonable and in the public interest.

☐ The rezoning case is Inconsistent with the relevant policies in the Comprehensive Plan, but Approval of the rezoning request is reasonable and in the public interest due to changed circumstances as explained below. Approval of the rezoning request constitutes an amendment to the Comprehensive Plan to the extent described below.

<table>
<thead>
<tr>
<th>Reasonableness and Public Interest</th>
<th>The plan is consistent with several key policies, including those related to density transitions, housing variety, infill development, and zoning for housing.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change(s) in Circumstances</td>
<td>N/A</td>
</tr>
<tr>
<td>Amendments to the Comprehensive Plan</td>
<td>N/A</td>
</tr>
<tr>
<td>Recommendation</td>
<td>Approval</td>
</tr>
</tbody>
</table>
| Motion and Vote                   | Motion: Fox  
                                    Second: Winters  
                                    In Favor: Bennett, Fox, Hicks, Lampman, Tomaso, Winters  
                                    Opposed: Mann, McIntosh |

Staff Evaluation  
Z-14-19 Blount Street
Commissioner Mann expressed concern about the lack of specifically dedicated affordable units in the project.

**ATTACHMENTS**

1. Staff report
2. Rezoning Application

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report and Comprehensive Plan Amendment Analysis.

Ken A. Bowers, AICP  
Date: September 22, 2020  
Planning and Development Deputy Director  
Staff Coordinator: Jason Hardin: (919) 996-2657; Jason.Hardin@raleighnc.gov
OVERVIEW

A Planned Development (PD) is a zoning district that is intended to provide higher design quality by allowing modifications to certain Unified Development Ordinance (UDO) standards in exchange for greater detail of development. To create a PD, applicants start with a standard zoning district, in this case Neighborhood Mixed Use (NX), and modify the development requirements of that district and offer specific detail of how the resulting development will provide higher design quality. These modifications are outlined in a Master Plan that accompanies the rezoning petition. Where the Master Plan does not specify a modification to the UDO, the unmodified standards in the UDO apply. This staff report analyzes the policies in the 2030 Comprehensive Plan for consistency, typical of any rezoning request, and also provides an analysis of the proposed modifications to the UDO standards as proposed in the Master Plan.

The proposal seeks to rezone a 3.8-acre parcel just south of downtown and on the edge of the South Park neighborhood. The site occupies a complete block bounded by South Blount, South Person, Bragg, and Branch streets. It occupies a transitional area between industrial uses that border the rail line to the west and residential uses to the north and east.

The site is currently vacant. It was formerly used as an industrial site, most recently as a bus depot. It is within a tenth of a mile of South Wilmington Street, which is designated as a bus rapid transit corridor between downtown Raleigh and Garner. A planning process to determine the final alignment for that corridor is underway.

The property is currently zoned Industrial Mixed Use-Three Stories (IX-3). The request is for Planned Development (PD) with a base district of Neighborhood Mixed Use (NX). The request limits development to 100 residential units and 10,000 square feet of commercial space. The residential units would be within the Apartment building type. The commercial space would be limited to the southeast corner of the site, across Branch Street from existing retail space.

The area is bordered by a range of uses, with residential to the north and east, and a mix of retail, industrial, and residential to the south and west. The Bragg Street park is across the street to the north.

Existing zoning reflects the pattern of current uses, with industrial zoning (IX-3) on the site and to the west and south, and residential zoning (Residential-10) to the north and east. The South Park Neighborhood Conservation Overlay District, which regulates lot dimensions, height, and parking location, is applied to the adjacent residential zones.

The Future Land Use Map designates the subject site as Neighborhood Mixed Use, making the request consistent with that category in terms of permitted uses. Areas to the south and
west are also designated as Neighborhood Mixed Use; those to the north and east are designated as Moderate Density Residential.

The site is designated as a Core Transit area on the Urban Form Map, reflecting the plans for BRT along South Wilmington Street. This designation calls for development to support walkability, with buildings closer to the street and parking behind the building. The PD addresses both of those considerations, making it consistent with the map.

In comparison to existing industrial zoning, the PD would significantly limit non-residential uses, while also making residential uses more feasible by allowing them on the ground floor. It would allow two additional stories of height, but only one more floor of occupiable space; the fifth floor would be limited to rooftop uses and access only. Additionally, height is limited to 55 feet, which is less than the limit for four stories and close to the 50 feet allowed in IX-3.

A Planned Development, or PD, allows the modification of many code standards. In this case modifications include allowing less parking than would otherwise be required and reducing standards for transparency (the percentage of a wall that has windows and doors) and blank wall size. Parking would be accessed from internal alleys, and a central corridor of open space connecting Bragg Street to Branch Street would be open to the public.

**Update for September 22, 2020**

Following the Sept. 8 Planning Commission meeting, the applicant made a number of revisions to the plan. The revisions addressed comments from the meeting and improved consistency with the Comprehensive Plan. The revisions, which have been incorporated into the tables on page 2 of the Certified Recommendation, include:

- Removing the exemptions from transparency standards
- Removing the exemption from blank wall standards along Blount and Person streets, along which most of the building area would be oriented. The exemption would remain along Bragg and Branch streets.
- Specifying that only certain building materials would be used in facades – glass, concrete, masonry, stone, and stucco
- Specifying that a local artist will be used to create art “that recognizes the history and significance of the South Park neighborhood.”

The changes led to a determination that the proposal is now consistent with the one policy, UD 7.3 Urban Design Guidelines, with which it had previously been inconsistent.

**Outstanding Issues**

<table>
<thead>
<tr>
<th>Outstanding Issues</th>
<th>Suggested Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. None</td>
<td>1. None</td>
</tr>
</tbody>
</table>
Existing Zoning

<table>
<thead>
<tr>
<th>Property</th>
<th>1208 S Blount St</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size</td>
<td>3.84 acres</td>
</tr>
<tr>
<td>Existing Zoning</td>
<td>IX-3</td>
</tr>
<tr>
<td>Requested Zoning</td>
<td>PD</td>
</tr>
</tbody>
</table>

Staff Evaluation
Z-14-19 Blount Street
Urban Form Z-14-2019

Staff Evaluation
Z-14-19 Blount Street

<table>
<thead>
<tr>
<th>Property</th>
<th>1208 S Blount St</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size</td>
<td>3.84 acres</td>
</tr>
<tr>
<td>Existing Zoning</td>
<td>IX-3</td>
</tr>
<tr>
<td>Requested Zoning</td>
<td>PD</td>
</tr>
</tbody>
</table>

Map by Raleigh Department of City Planning (aulr): 6/24/2020
MASTER PLAN STANDARDS

Unless noted in this section, the master plan will use standards set by the base district of Neighborhood Mixed Use (NX)

SETBACKS/HEIGHT:

<table>
<thead>
<tr>
<th>Setbacks</th>
<th>Building Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tract A</td>
<td>0’</td>
</tr>
<tr>
<td></td>
<td>5 Stories/55’ (fifth story limited to stairs, landing, open air deck)</td>
</tr>
<tr>
<td>Tract B</td>
<td>0’</td>
</tr>
<tr>
<td></td>
<td>3 Stories/50’</td>
</tr>
</tbody>
</table>

PARKING:

Parking requirements for the PD area will be those set for the Downtown Mixed Use (DX) district in UDO Section 7.1.3.A, or one space per unit after the first 16 units and no spaces for the first 10,000 square feet of nonresidential space. There will be no maximum number of parking spaces.

DEVELOPMENT INTENSITY:

Land use intensities for the development are allocated by tract. Limited amounts of development entitlement may be transferred among tracts according to the administrative process described in UDO Section 4.7.6.

<table>
<thead>
<tr>
<th>Max Dwelling Units</th>
<th>Max Commercial Floor Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tract A</td>
<td>100</td>
</tr>
<tr>
<td>Tract B</td>
<td>none</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>10,000</td>
</tr>
</tbody>
</table>

PEDESTRIAN CIRCULATION:

The pedestrian network shown on sheet C5.00 would allow access throughout the development and with the surrounding sidewalk network. The common amenity area is also linked to the pedestrian network.

PHASING:

No phasing, built as a single phase.

OPEN SPACE:

10 percent of overall site area.

TREE CONSERVATION:

Tree conservation areas are not anticipated to be required at time of site review due to the lack of trees on the site.

STREET TYPOLOGY:
Street sections are provided on sheet C5.01. One shows a design for Blount and Person streets. It aligns with code requirements. The second would regulate the construction of new private alleys within the development. All streets in and adjacent to the rezoning site are proposed to be constructed according to these sections. Additional detail and analysis is contained in the transportation section below.

The block perimeter standard contained in UDO Article 8.3 is not proposed to be modified. The existing public streets bounding the site meet the block perimeter standard of the base district of Neighborhood Mixed Use (NX).

**BUILDING TYPES:**

<table>
<thead>
<tr>
<th>Tract A (all but southeast corner)</th>
<th>Apartment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tract B (southeast corner)</td>
<td>General or Mixed Use</td>
</tr>
</tbody>
</table>

**COMMON SIGNAGE PLAN:**

The master plan does not include a common signage plan. Signage in the site would be regulated by the base district of Neighborhood Mixed Use (NX).

**ANALYSIS OF MASTER PLAN RESPONSES TO GENERAL DESIGN PRINCIPLES**

(UDO Section 4.7.5. A-N provides a set of design principles that are to be used to evaluate PD rezoning applications.)

A. When at least 20 residential units are proposed, the project includes a variety of housing stock that serves a range of incomes and age groups, and may include detached houses, attached houses, townhouses, apartments and dwelling units above first floor commercial spaces.

*The master plan would allow apartments, but not other residential building types. This principle applies more clearly to larger master plans, not a relatively compact site as is the case here.*

B. Uses are compact and well-integrated, rather than widely separated and buffered.

*The master plan allows for residential and commercial uses adjacent to each other. The reduced building setbacks proposed by the master plan may enhance accessibility between uses.*
C. Compatibility among different uses is achieved through effective site planning and architectural design.

Commercial uses are contained within a corner building, a traditional pattern of incorporating a mix of uses in urban places.

D. A variety of business types are accommodated, from retail and professional offices to live-work. Office uses vary from space for home occupations to conventional office buildings. Retail uses range from corner stores to larger format supermarkets.

This principle applies more clearly to larger master plans.

E. Special sites, such as those at a terminated vista, are reserved for public or civic buildings and spaces that serve as symbols of the community, enhancing community identity.

This principle applies more clearly to larger master plans. The project would include a central courtyard, creating a public gathering place.

F. The project includes a variety of street types designed to be accessible to the pedestrian, bicycle and automobile. Streets are connected in a way that encourages walking and reduces the number and length of automobile trips.

This principle applies more clearly to larger master plans. The plan does include alleys and a central pedestrian way. The pedestrian areas will be accessible to the public.

G. Bicycle circulation is accommodated on streets and on dedicated bicycle paths, greenways or trails with adequate bicycle parking facilities being provided at appropriate locations.

This principle applies more clearly to larger master plans. The only streets contained entirely within the development are alleys.

H. Building facades spatially delineate the streets and civic spaces, and mask parking lots.

Parking would be accessed by internal alleys, allowing building facades to front the street.

I. Architecture and landscape design are based on the local climate, topography, history and building practice.

The plan does not specify architecture or landscape design.

J. The project includes open space as a significant element of the project's design. Formal and informal, active and passive open spaces are included. Open spaces may include,
but are not limited to, squares, plazas, greens, preserves, farmers markets, greenways and parks.

_The plan includes a central courtyard, creating a public gathering place._

K. The project is compatibly integrated into established adjacent areas, and considers existing development patterns, scale and use.

_The property is a former industrial site and is currently a vacant lot. It is bordered by industrial uses on two sides and residential uses on the other two sides. The site serves as a transitional area between those two uses. The proposed development serves as a reasonable transition by restricting more intensive commercial uses compared to the existing IX zoning and limited commercial uses to the southeastern corner of the site while also allowing more housing opportunities._

L. The project is a clearly identifiable or legible place with a unique character or unique tradition.

_This principle may apply more clearly to larger master plans._

M. Public art, including but not limited to, monuments, sculpture and water features, is encouraged.

_The plan specifies that a local artist will be used to create on-site art that recognizes the history and significance of the South Park neighborhood._

N. Entertainment facilities, including but not limited to, live music venues and theatres, are encouraged.

_This principle applies more clearly to larger master plans._

**COMPREHENSIVE PLAN**

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?

Yes. The proposal is consistent with the broad themes of the plan, particularly Coordinating Land Use and Transportation, as well as several specific policies, particularly those that encourage additional housing supply, mixed-use development, and greenhouse gas reduction.

B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
Yes. Uses include residential, office, retail, restaurant, and other commercial uses. In designating allowed uses, the proposed PD uses a base of Neighborhood Mixed Use zoning, which is consistent with the Future Land Use Map category of Neighborhood Mixed Use. It restricts auto-oriented uses, including vehicle fuel sales and vehicle sales and repair.

C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?

The uses, including residential uses, office, retail, and other commercial uses, are designated on the Future Land Use Map.

D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

Yes, existing infrastructure is adequate.

Future Land Use

**Future Land Use designation:** Neighborhood Mixed Use

**The rezoning request is**

☑ Consistent with the Future Land Use Map.

☐ Inconsistent

The proposal uses a base district of Neighborhood Mixed Use, which is fully compatible with the FLUM designation in terms of allowed uses.

The designation also includes guidance for height (table LU-2 in the Comprehensive Plan). The guidance is based on context. In areas within a quarter-mile of a bus rapid transit station, recommended heights are taller. BRT is currently in the planning stages along a southern corridor connecting downtown with Garner. The final alignment has not been determined, but previous planning has identified Wilmington Street as the preferred corridor. The site is one-tenth of a mile from Wilmington Street and approximately a quarter-mile from likely station locations. Given that, five stories for much of the site is appropriate. The northern and eastern edges of the site, however, also are near a lower-scale residential area, which suggests that four stories is more appropriate.

The PD would allow height of five stories, but with the fifth floor limited to a rooftop deck and means to access the deck. Overall height is limited to 55 feet, which is closer to a three-story height maximum (50 feet) than four story maximum (62 feet). Given those limitations, and given the potential proximity to BRT, the height is consistent with the Plan guidance.
Urban Form

Urban Form designation: Core Transit Area

The rezoning request is

☒ Consistent with the Urban Form Map.
☐ Inconsistent

The Urban Form Map identifies the site as within a “Core Transit Area,” which is within a quarter-mile of a corridor proposed for bus rapid transit. This indicates a more walkable urban form, with buildings closer to the street and minimal if any parking between the building and street. The PD specifies that parking will be accessed through internal alleys and provides a build-to range that ensures buildings will be at least relatively close to the street. This is consistent with the Core Transit guidance for an urban or hybrid frontage. Those provisions make the proposal consistent with the map.

Compatibility

The proposed rezoning is

☒ Compatible with the property and surrounding area.
☐ Incompatible.

The proposal would allow apartments and commercial space on a vacant former industrial site that is bordered on the east and west by major streets. Single-story detached houses are present along Bragg Street and Person Street. It is compatible with the area, although additional measures to address perceived scale and avoid blank walls, particularly along the Bragg Street side, which is a much narrower street than Person, would improve compatibility.

Public Benefits of the Proposed Rezoning

• The proposal would add housing and other uses in a walkable area that is well-served by transit and near downtown.

• The proposal would add to housing supply. While the existing IX zoning allows housing, the IX prohibition on first-floor housing can serve as an impediment.

• The proposal allows housing types that are relatively more affordable than new detached houses.

• The proposal would eliminate the potential for industrial uses, which are not as desirable for areas with such close proximity to a BRT corridor.

• The project would incorporate art that recognizes the history and significance of the South Park neighborhood.
Detriments of the Proposed Rezoning

- The proposal may be perceived as slightly out of scale with nearby residential areas, particularly along Bragg Street.

Policy Guidance

The rezoning request is consistent with the following policies:

LU 1.2 Future Land Use Map and Zoning Consistency
The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.
- The proposal, which uses Neighborhood Mixed Use as the starting point for PD modifications, is consistent with the FLUM category of Neighborhood Mixed Use.

LU 4.4 Reducing Vehicle Miles Traveled Through Mixed-use
Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).
- The proposal ensures a mix of uses, by specifying that both residential and nonresidential space is included. The resulting mix of uses will reduce VMT.

Policy LU 5.4 Density Transitions
Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.
- The proposal would serve as a largely residential transition between industrial zoning and uses to the south and residential to the north and east.

Policy LU 7.5 High-Impact Commercial Uses
Ensure that the city’s zoning regulations limit the location and proliferation of fast food restaurants, sexually-oriented businesses, late night alcoholic beverage establishments, 24-hour mini-marts and convenience stores, and similar high impact commercial establishments that generate excessive late night activity, noise, or otherwise affect the quality of life in nearby residential neighborhoods.
- The proposal, by using NX as a base, prohibiting fuel sales, and restricting commercial uses to the southeastern corner of the site, limits the above uses adjacent to existing residential neighborhoods.

Policy LU 8.1 Housing Variety
Accommodate growth in newly developing or redeveloping areas of the city through mixed-use neighborhoods with a variety of housing types.
- The proposal would allow apartments next to an area largely characterized by detached houses.
Policy LU 8.10 Infill Development
Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create "gaps" in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.

- The proposal would facilitate development on a vacant block near downtown. It would be largely residential and only slightly taller than what is allowed under adjacent zoning categories.

Policy LU 11.4 Rezoning/Development of Industrial Areas
Allow the rezoning and/or redevelopment of industrial land for non-industrial purposes when the land can no longer viably support industrial activities or is located such that industry is not consistent with the Future Land Use Map. Examples include land in the immediate vicinity of planned transit stations.

- Industrial use are not compatible with the Neighborhood Mixed Use designation.

Policy EP 1.1 Greenhouse Gas Reduction
Promote best practices for reducing greenhouse gas emissions as documented through the U.S. Mayors’ Climate Protection Agreement.

- By allowing higher density in a walkable area served by transit and by allowing more energy-efficient housing types, the proposal would serve to reduce Raleigh’s carbon emissions on a per capita basis.

Policy H 1.8 Zoning for Housing
Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well-supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

- The proposal would add to the housing supply and allow a housing type other than detached houses, which tend to be more expensive.

The rezoning request had been inconsistent with the following policy, but following a revision is now consistent:

UD 7.3 Urban Design Guidelines - #26
The ground level of the building should offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.

- A revision made on September 11, 2020 remove the exemption from the blank wall standard along the two primary streets, Blount and Person, which the majority of the building area would face. An additional revision removed the exemption from
transparency requirements for the Apartment building type. Those adjustments make the project generally consistent with this policy.

Area Plan Policy Guidance
The rezoning request is consistent with the following Area Plan policies:

**AP-SP 2 South Park Focal Point**
*Encourage commercial, office, and residential uses in the area defined by Person Street, Bragg Street, Hammond Road, and Hoke Street in order to create a neighborhood focal point and economic development opportunity for the South Park area.*
- The proposal would allow denser residential and commercial space in the block. While the amount of allowed commercial space is modest, 10,000 square feet is sufficient to create a neighborhood focal point.
HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

<table>
<thead>
<tr>
<th></th>
<th>City Average</th>
<th>Site</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Score</td>
<td>30</td>
<td>48</td>
<td>In addition to existing transit, Wilmington Street is a potential BRT corridor.</td>
</tr>
<tr>
<td>Walk Score</td>
<td>30</td>
<td>50</td>
<td>The rezoning would improve the score by introducing a greater mix of uses.</td>
</tr>
</tbody>
</table>

*Source: Walk Score is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. The scores also correlate with shorter vehicle trips, which also produce less carbon.*

**Summary:** The site is more walkable and transit-served than the city on average, and the rezoning and planned transit improvements would improve the scores. Adding housing here would decrease the city's carbon emissions on a per-capita basis.

Carbon/Energy Footprint: Housing

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Average Annual Energy Use (million BTU)</th>
<th>Permitted in this project?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detached House</td>
<td>82.7</td>
<td>No</td>
</tr>
<tr>
<td>Townhouse</td>
<td>56.5</td>
<td>No</td>
</tr>
<tr>
<td>Small Apartment (2-4 units)</td>
<td>42.1</td>
<td>Yes</td>
</tr>
<tr>
<td>Larger Apartment</td>
<td>34.0</td>
<td>Yes</td>
</tr>
</tbody>
</table>


**Summary:** The rezoning would only allow the most energy-efficient building type, apartments. By facilitating the construction of housing on the site, the rezoning would decrease the city's carbon emissions on a per-capita basis.
Housing Supply and Affordability

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes/No/NA</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does it add/subtract from the housing supply?</td>
<td>Adds</td>
<td>The current IX zoning does not allow ground-floor residential uses.</td>
</tr>
<tr>
<td>Does it include any subsidized units?</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Does it permit a variety of housing types beyond detached houses?</td>
<td>Yes</td>
<td>The proposal allows the apartment and mixed-use building types.</td>
</tr>
<tr>
<td>If not a mixed-use district, does it permit smaller lots than the average?*</td>
<td>N/A</td>
<td>This is a mixed-use zoning district.</td>
</tr>
<tr>
<td>Is it within walking distance of transit?</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

*The average lot size for detached residential homes in Raleigh is 0.28 acres.

Summary: The rezoning would facilitate the development of apartments, which tend to be more affordable than detached houses.

IMPACT ANALYSIS

Historic Resources

The site is not located within a National Register Historic District or Raleigh Historic Overlay District. It is adjacent to the East Raleigh / South Park National Register Historic District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks

Impact Identified: None requiring mitigation

Parks and Recreation

1. This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.

2. Nearest existing park access is provided by Bragg St. Park (45 feet) and Junious N. Sorrell Park (0.2 miles).

3. Nearest existing greenway trail access if provided by Little Rock Greenway Trail (0.3 miles).

4. Current park access level of service in this area is graded an A letter grade.

5. Raleigh's Comprehensive Plan has many policies encouraging the addition of park elements in the context of developments such as this. The PD master plan provides some direction orienting this development toward the adjacent Bragg St. Park and integrating public realm enhancements into the site design. This could be enhanced with the addition of amenities not currently provided at nearby public parks, but which may be in demand due to the increased development entitlement proposed by this rezoning, such as a small dog park.
The master plan should be reviewed with consideration of the following Comprehensive Plan policies:

   a. Comp Plan PR 1.7 New Parks in Growth Centers "Create new urban parks and enhance existing urban parks throughout Growth Centers using proactive planning, partnerships and innovative approaches"

   b. Comp Plan PR 4.8 Private Parks "Encourage the provision of tot lots, pocket parks, and other privately-held and -maintained park spaces within residential developments to complement public park facilities"

   c. Comp Plan PR 5.4 Improving Park Access "Public spaces should be included in private developments that can connect to and benefit from their proximity to public infrastructure and spaces such as greenway trails, public sidewalks, and plazas"

   d. Comp Plan PR 5.5 Encourage Public Open Space in Rezonings "Encourage the provision of publicly accessible open space during the consideration of zoning petitions"

   e. Comp Plan AC 1.1 Public Art and Neighborhood Identity "Encourage the use of public art to create a neighborhood identity."

**Impact Identified: None requiring mitigation**

### Public Utilities

<table>
<thead>
<tr>
<th></th>
<th>Maximum Demand (current use)</th>
<th>Maximum Demand (current zoning)</th>
<th>Maximum Demand (proposed zoning)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water</td>
<td>0</td>
<td>39,800 gpd</td>
<td>26,040 gpd</td>
</tr>
<tr>
<td>Waste Water</td>
<td>0</td>
<td>39,800 gpd</td>
<td>26,040 gpd</td>
</tr>
</tbody>
</table>

1. The proposed rezoning would add approximately 26,040 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.

2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy.

3. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer.

**Impact Identified: None requiring mitigation**
**Stormwater**

<table>
<thead>
<tr>
<th>Floodplain</th>
<th>No FEMA floodplain present</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainage Basin</td>
<td>Rocky/Walnut</td>
</tr>
<tr>
<td>Stormwater Management</td>
<td>Subject to stormwater regulations under Article 9 of the UDO</td>
</tr>
<tr>
<td>Overlay District</td>
<td>None present</td>
</tr>
</tbody>
</table>

1. No downstream structural impacts identified.
2. Lot subject to UDO 9.2 and UDO 9.4

**Impact Identified: None requiring mitigation**

**Transportation**

**Site Location and Context**

*Location*

The Z-14-19 site is located south of Downtown Raleigh, encompassing the entire block bounded by South Blount, Bragg, South Person, and Branch Streets.

*Area Plans*

The Z-14-19 site is located within the boundaries of the South Park Area Plan.

Policy AP-SP 1 of this Area Plan calls for pedestrian improvements along Blount and Person Streets, as well as other locations in the area plan. The sidewalk along South Person Street was completed by the City of Raleigh as a Capital Improvement Program Project in the Spring of 2018.

The site is also within the study area of the Blount Street – Person Street Corridor Study. This plan proposes three sets of improvements to the streets:

1. Completion of missing sidewalk segments and installation of streetscape improvements such as curb extensions and medians. While this Z-14-19 site already has contiguous sidewalks, there is not currently a programmed project to install streetscape improvements near this site. It would be consistent with the Blount Street – Person Street Corridor Study to install curb extensions at the corners of the block.
2. Installation of a bicycle lane and a consistent two-lane street cross section in a one-way configuration. This project was recently completed through a City of Raleigh Capital Improvement Program Project.
3. The third improvement is conversion of Blount and Person Streets to two-way operations. This project was funded by the 2017 Transportation Bond and is entering the design phase as a City of Raleigh Capital Improvement Program Project.
The site is also near border of the Southern Gateway Corridor Study and the adjacent to the Wake BRT: Southern Corridor study area. For more details on the implication of these plans to this case, refer to the transit section below.

**Existing and Planned Infrastructure**

**Streets**

The subject property is bounded on the east by South Person Street and the west by South Blount Street. These streets are NCDOT maintained and are specified as a 4-lane parallel parking in Map T-1 of the Comprehensive Plan. This street typology includes two general travel lanes and a bicycle lane in each direction alongside a parallel parking lane and divided by a landscaped median. It is the City of Raleigh’s practice to designate two halves of a one-way pair system together as a median divided street section, thus, each street includes two lanes, a bicycle lane, and parallel parking. Master Plan sheet C5.01 correctly shows the applicable street cross section for South Blount and South Person Streets. The correct cross section is a 45-foot-wide street on a 77-foot-wide right-of-way.

Based on the dimensions on construction plans for the recently completed restriping project, existing dimensions of Blount and Person Street are as follows:

- **Blount Street:**
  - The northern half of the block is approximately 41 feet wide (measured from the back of the existing curbs). This width widens on the west side as Blount Street approaches Hoke Street and Hammond Road.
  - At the northern half of the block, the current striping plan includes on-street parking on both sides of the street and a bicycle lane between the curb parking on the east and the rightmost southbound travel lane. The width dimensions for the parking lanes, travel lanes, and the bicycle lane are all minimums and do not meet width standards in the Raleigh Street Design Manual.
  - Frontage widening required of this Planned Development to Blount Street would be approximately two feet of additional street width on the east side.
  - Without redevelopment of the lot at the southwest corner of Bragg and Blount Street (Neighbor to Neighbor Ministries), the resulting street width would be three feet below standards in the Raleigh Street Design Manual.
  - In order to achieve a higher quality of project design, the Master Plan could provide additional widening of Blount Street on the northern portion of the site in order to provide a full 45 feet wide street for the entire block.

- **Person Street:**
  - The entire block is approximately 45 feet wide (measured from the back of the existing curbs).
  - The striping plan includes on-street parking on both sides of the street and a bicycle lane between the curb parking on the east and the rightmost northbound travel lane. The existing striping modifies the standards in the Raleigh Street Design Manual, providing ten-foot travel lanes and a two-foot buffer for the bicycle lane.
  - There does not appear to be any frontage widening on Person Street required of this Planned Development.
The site is bounded on the north by Bragg Street and the south by Branch Street. These streets are city-maintained and are not designated in Map T-1 of the Comprehensive Plan. Given the proposed density and the context, they should be considered Neighborhood Streets. The typical section for Bragg and Branch Streets is provided with a note, but not a graphic on Master Plan sheet C5.01. The dimensions for Bragg and Branch Streets shown on Master Plan sheet C3.00 appear to conflict with the curb to curb width requirements.

In accordance with UDO section 8.3.2, the maximum block perimeter for Planned Development Zoning districts is 4,000 feet. The base district of NX has maximum block perimeter standards of 2,500 feet for heights 5 stories and over and 3,000 feet for heights under 5 stories. The block perimeter for Z-14-19 is approximately 1,640 feet, matching the pattern of other nearby blocks.

**Pedestrian Facilities**

There are existing sidewalks on South Blount and Person Streets near the site and along its frontage. The Master Plan includes improvement of the sidewalk to 16 feet width. There are no current sidewalks along the Branch or Bragg Street frontages. Sidewalks will be required at the time of site plan.

Staff suggests construction of curb extensions at the four corners of the site, as suggested in the Blount Street – Person Street Corridor Study. A similar improvement was made to Moore Square as a part of the park improvement project completed in 2019. This improvement would be consistent with adopted plan as well as improve the pedestrian environment of the Master Plan.

Master Plan Sheet C5.00 shows pedestrian access within the site. One route connects Bragg Street to Branch Street through the central amenity area on a north-south orientation. Two routes connect the two alleys along an east-west orientation. The southmost of the east-west pedestrian access routes connects to the sidewalk on South Person Street in Tract B of the PD. It is not clear if these pedestrian accesses will have public access easement or what their design will be. Staff suggests using the standards of the Pedestrian Passage (UDO Section 8.4.8.B).

**Bicycle Facilities**

There are one-way bicycle lanes on Blount and Person Streets. In the BikeRaleigh Plan, Bragg Street is planned to be an east-west neighborhood bikeway connecting several north-south bikeway and greenway trail corridors in Southeast Raleigh.

The site is within the Phase I bikeshare service area. Existing nearby stations are at the intersection of Person and South Streets, at the Performing Arts Center, and at John Chavis Memorial Park. Each of these locations is approximately a half mile from the site. Other nearby stations are at the Walnut Creek Wetland Park, Dix Park, and the North Carolina State Farmers’ Market. Bikeshare station spacing guidelines indicate that an additional station in the vicinity of this PD may be appropriate. A bikeshare station can likely be accommodated within Branch and/or Bragg Streets in space that would be otherwise dedicated to on-street parking as specified in the standards for a Neighborhood Street. Alternatively, a station could be accommodated within the development’s open space.

**Transit**
The site is currently served with by two different GoRaleigh services. Route 21 operates on South Blount Street in the southbound direction while route 13 operates on South Person in the northbound direction. Both Services operate every 30 minutes.

The Southern Gateway Corridor Study recommended that Bus Rapid Transit between Downtown Raleigh and Garner follow South Wilmington Street. The plan also makes redevelopment recommendations for the “Cargill” focus area, which is less than 1000 feet from the Master Plan site. The City of Raleigh is currently studying alternative alignments and station locations through the Wake BRT: Southern Corridor planning process.

It is uncertain at this time, but if the South Wilmington Street BRT alignment is selected, a BRT station would serve the Cargill focus area near Hoke Street and the Master Plan would be within a half mile of BRT Service. All current BRT scenarios include a station near the intersection of Wilmington and Lenoir Streets; this station will be approximately 0.6 mile from the Master Plan site.

Access

Access to the subject site should be via the Branch and Bragg streets given driveway spacing standards for major streets. The Master Plan specifies two alleys connecting Branch to Bragg street and no vehicle access to South Blount or South Person Streets. The alleys are specified to the standards of UDO Section 8.4.7.C (Mixed Use Alley).

Other Projects in the Area

The refer to the Area Plans section for details on projects to implement the Blount Street – Person Street Corridor Study. There are no other programmed transportation projects near the site.

Traffic Impact Analysis (TIA)

This is a proposed Planned Development zoning district. As such, a traffic study is required for case Z-14-19. A TIA was submitted and reviewed by city staff. The rezoning would result in a decrease in average daily vehicle trips. A memo outlining the findings is included with these materials.

Impact Identified: None requiring mitigation

Urban Forestry

1. Street tree plantings are being shown consistent with UDO requirements.
2. Per the plan, there are no potential tree conservation areas on the site.

Impact Identified: None

Impacts Summary
The rezoning would result in lower vehicular trips compared to existing zoning. It would result in higher demand for infrastructure and services in comparison to the existing vacant lot, but adequate infrastructure is available.

Mitigation of Impacts

No impacts require mitigation.

CONCLUSION

The proposed PD is consistent with the Future Land Use Map and Urban Form Map and several key policies, including those involving infill development, reducing vehicle miles traveled, providing more housing supply and choice, and addressing high-impact commercial uses near residential neighborhoods.

Because of the site’s walkability and access to transit and because the apartment building type is the most energy-efficient housing type, residents would have a smaller carbon footprint, making it consistent with the Greenhouse Gas Reduction policy and the Comprehensive Plan’s theme of environmental protection.

A PD allows the modification of code standards. Generally, the proposed modifications are consistent with the Comprehensive Plan, such as reducing the amount of required vehicle parking in a walkable and transit-rich area. However, the modifications to transparency and blank wall standards are inconsistent with the Plan’s urban design guidelines. While the proposal is generally consistent with the Plan, addressing that issue would improve overall consistency and result in a better outcome.

CASE TIMELINE

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/17/19</td>
<td>Submitted</td>
<td>Resubmittal required</td>
</tr>
<tr>
<td>11/4/19</td>
<td>Central CAC vote</td>
<td>16-0 in favor</td>
</tr>
<tr>
<td>4/21/20</td>
<td>Resubmitted</td>
<td>Addressed previous issues, but revised TIA required to match changed commercial entitlement</td>
</tr>
<tr>
<td>6/1/20</td>
<td>Revised TIA provided</td>
<td>Approved on 6/20</td>
</tr>
<tr>
<td>6/24/20</td>
<td>Technical revisions</td>
<td></td>
</tr>
<tr>
<td>6/30/20</td>
<td>On PC agenda</td>
<td>For deferral</td>
</tr>
</tbody>
</table>
## APPENDIX

### SURROUNDING AREA LAND USE/ ZONING SUMMARY

<table>
<thead>
<tr>
<th>SUBJECT PROPERTY</th>
<th>NORTH</th>
<th>SOUTH</th>
<th>EAST</th>
<th>WEST</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Zoning</strong></td>
<td>IX-3</td>
<td>R-10</td>
<td>IX-3/NX-3</td>
<td>R-10</td>
</tr>
<tr>
<td><strong>Additional Overlay</strong></td>
<td>-</td>
<td>South Park NCOD</td>
<td>-</td>
<td>South Park NCOD</td>
</tr>
<tr>
<td><strong>Future Land Use</strong></td>
<td>Neighborhood Mixed Use</td>
<td>Moderate Residential</td>
<td>Neighborhood Mixed Use</td>
<td>Moderate Residential</td>
</tr>
<tr>
<td><strong>Current Land Use</strong></td>
<td>Vacant</td>
<td>Residential/park</td>
<td>Retail/vehicle storage/residential</td>
<td>Residential</td>
</tr>
<tr>
<td><strong>Urban Form</strong></td>
<td>Core Transit</td>
<td>Core Transit</td>
<td>Core Transit</td>
<td>Core Transit/Commuter Rail Corridor</td>
</tr>
</tbody>
</table>

### CURRENT VS. PROPOSED ZONING SUMMARY

<table>
<thead>
<tr>
<th></th>
<th>EXISTING ZONING</th>
<th>PROPOSED ZONING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Zoning</strong></td>
<td>IX-3</td>
<td>PD (NX base)</td>
</tr>
<tr>
<td><strong>Total Acreage</strong></td>
<td>3.84</td>
<td>3.84</td>
</tr>
<tr>
<td><strong>Setbacks:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blount/Person</td>
<td>3'</td>
<td>5'-55' build-to</td>
</tr>
<tr>
<td>Bragg/Branch</td>
<td>3'</td>
<td>5'-55' build-to</td>
</tr>
<tr>
<td><strong>Residential Density:</strong></td>
<td>27 units/acre</td>
<td>26 units/acre</td>
</tr>
<tr>
<td><strong>Max. # of Residential Units</strong></td>
<td>103</td>
<td>100</td>
</tr>
<tr>
<td><strong>Max. Gross Office SF</strong></td>
<td>130,000</td>
<td>10,000</td>
</tr>
<tr>
<td><strong>Max. Gross Retail SF</strong></td>
<td>103,000</td>
<td>10,000</td>
</tr>
<tr>
<td><strong>Max. Gross Industrial SF</strong></td>
<td>347,000</td>
<td>-</td>
</tr>
</tbody>
</table>

*The development intensities for proposed zoning districts were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.*
Relevant minutes from Sept. 22, 2020 Planning Commission meeting.

AGENDA ITEM (E): OLD BUSINESS

AGENDA ITEM (E) 1: Z-14-19/MP-1-19 – 1208 South Blount Street

This case is located 1208 South Blount Street, consisting of the block created by Blount, Person, Bragg and Branch Streets.

This is a request to be rezoned from Industrial Mixed Use-Three Stories (IX-3) to Planned Development (PD). The PD uses Neighborhood Mixed Use (NX) as a base district. It prohibits vehicle fuel sales, vehicle sales, and vehicle repair. It limits residential units to 100 and commercial space to 10,000 square feet. It limits height to five stories and 55 feet, with the top floor restricted to use as a rooftop deck.

Without objection Mr. O’Haver has requested to be recused from this case as his firm is involved in the rezoning.

Planner Hardin gave a brief overview of the case regarding updates made to conditions; transparency and blank walls removed; maximum blank wall along Blount Street; additional provisions; specifying materials used in facades; provision to require applicant to use a local artist; median income and analysis sales prices for detached houses to address affordable housing.

There discussion regarding amenity areas and opens space and how the space in the center of the site would be used.

Worth Mills gave a brief overview of the open area regarding his belief that there would be a space for people to sit and enjoy themselves; residents would have their own personal space but they are trying to create an open and active space for the residents.

There was also discussion regarding outreach with the neighborhood leaders.

There was further discussion regarding the open space being open to the public.

Planner Hardin spoke regarding the PD document addresses the open space concerns and states that additional language can be added to address how the blank wall articulation will work.

There was further discussion regarding how the neighborhood common spaces would be maintained and could the art be tied to home-owners association.

Mr. Mills responded that there would be some sort of homeowner association.

Planner Hardin responded that language could be added to state that the public art would be maintained by the homeowners association.

There was further discussion regarding clarification of accessibility and maintenance of public art; number of proposed units; concern of unaffordability and open space.

Ms. Fox made a motion to approve the case with technical clarifications. Ms. Winters seconded the motion.

Commissioners how do you vote?

1. INTRODUCTION

This document and the associated plan sheets submitted herewith (collectively, the Master Plan) are provided pursuant to the Unified Development Ordinance for the Planned Development district for the Carolina Coach Mixed Use development (the “Project”). The Project concerns the 3.84 acres located on the southeast quadrant of the S. Blount Street and Bragg Street intersection. The property is located a few blocks south of the Downtown area, which is bounded by Martin Luther King Jr. Boulevard to the south; the railroad tracks from Raleigh Union Station are approximately 300 feet west of the property. The Master Plan proposes a mixed-use development consisting of residential, commercial and open space land uses with building heights of five (5) stories maximum. Commercial space will be located at block intersections and/or along the Bragg Street frontage.

2. STATEMENT OF INTENT

The proposed development meets the intent of the PD District set forth in UDO Section 4.1.1.F. in multiple ways. The PD District allows the applicant to modify various UDO standards that better enable the applicant to develop a more compact, pedestrian-friendly, mixed-use project than would otherwise be possible without the modifications.

3. COMPREHENSIVE PLAN CONFORMANCE

The Future Land Use Map identifies the property as Neighborhood Mixed Use. Neighborhood Mixed Use encourages a mix of commercial uses that serve the immediately surrounding neighborhood, residential uses and mixed uses. Neighborhood Mixed Use encourages pedestrian-oriented mixed-use developments, and acknowledges that four-to-five-story buildings may be appropriate in walkable areas with pedestrian-oriented businesses. Additionally, the property is located in the South Park Area Plan boundaries, and identified as a portion of the “South Park Focal Point”. The focal point encourages commercial, office and residential uses to create neighborhood focal point and economic development opportunity for the South Park area. The Project is consistent with this policy guidance given the proposed commercial, residential and open space land uses that work together to further the area plan’s mission for a South Park focal point.

4. URBAN DESIGN GUIDELINE CONFORMANCE

The property is located within a Core/Transit area on the Urban Form Map, but is also within 150’ of a low- to moderate-density residential community; thus, the property should be considered a General area to evaluate the Project’s proposed height. Properties zoned Neighborhood Mixed Use and considered General areas are recommended to cap building height at four stories and sixty-two feet (62’). While the Project proposes a maximum height of five stories, only four stories are to be used as livable space. Additionally, the Project limits maximum
building height to fifty-five feet (55’). By placing use restrictions on the fifth story and lowering the maximum building height (in feet) below that of a typical four-story building, the Project conforms with relevant Urban Design principles.

The Project complies with many of the Urban Design Guidelines. First, the Person Street right-of-way and building setbacks provide an urban street design by placing buildings close to the street. The majority of the project’s building mass will be 4 stories, with provisions made for rooftop access. The property encompasses an entire block and has no abutting properties. Bragg Street (planned for a 64’-wide right-of-way) and S. Person Street (planned for a 77’-wide right-of-way) provide adequate separation from the property to the single-family residences across both streets. This buffer follows the intent of the UDO’s Neighborhood Transition regulations, and is consistent with the Urban Design guidance in Policy UD 2.4 Transitions in Building Intensity. Second, the north-south orientation of the condominium units will line Blount and Person Streets with buildings and primary entrances per Policy UD 2.1 Building Orientation, which allows for green space accessibility along Branch and Bragg Streets; this site layout will enhance the physical definition of the block and increase pedestrian interest per Urban Design Guidelines 6 and 7. Third, additionally, the Project’s sidewalk improvements will promote walkability along the entire block perimeter, with primary pedestrian access to the open area on the less-travelled Bragg and Branch Streets. Lastly, all of the aforementioned streets will be lined with street trees that both buffer residences from the right-of-way and offer shade for pedestrians. In sum, the Project’s adherence to the Urban Design Guidelines should create a space that is welcoming to both residents and South Park neighbors.

5. GENERAL DESIGN PRINCIPLES CONFORMANCE

The Project complies with many of the General Design Principles set forth in UDO section 4.7.5. Specifically, the Project includes the opportunity to provide condominium units with rooftop terrace access alongside commercial space, and it proposes a compact, well-integrated mix of land uses instead of such uses being widely separated and buffered. The Master Plan also incorporates a green space within the center of the development to create an active open space and to break down the scale of the development to compliment the nearby single-family residential uses. The Master Plan also ensures compatibility with surrounding land uses by acting as a transition in both use and scale from industrial uses to the west and to lower-density South Park Historic District to the east. Additionally, the Project’s open space – with its north-south orientation – provides access via Branch and Bragg Streets, and creates continuity in active space with nearby Bragg Street Park. The Project anticipates providing a mix of residential and non-residential uses. The urban design, build-to standards and parking standards ensure that buildings will front along the streets and parking will be located behind buildings, creating a pedestrian-friendly environment.

6. BLOCK PERIMETER

The block perimeter shall be established by the intersections of Bragg, Person, Branch and Blount Streets. This block perimeter totals approximately 1,650 feet, and conforms to the Block Perimeter standards in Section 8.3.2 of the UDO.
7. STREET SECTIONS

Map T-1 of the Comprehensive Plan identifies both S. Blount Street and S. Person Street as Avenue 4-Lane, Parallel Parking. Currently, both are one-way streets. It is the City of Raleigh’s practice to designate two halves of a one-way pair system together as a median divided street section. Thus, each street includes two travel lanes, a bicycle lane, and parallel parking on both sides of the street, resulting in a forty-five feet (55’)-wide street and a seventy-seven feet (77’)-wide right-of-way. While not designated on Map T-1, Bragg Street and Branch are considered Neighborhood Streets by the Transportation Department. The improvements for all four streets are shown on Master Plan sheet C5.01.

8. LAND USES & INTENSITY

A. Base District. The base district for this Planned Development district shall be the Neighborhood Mixed Use (NX) district. All permitted, limited and special principal uses and accessory uses permitted in the -NX district shall be permitted, limited and/or special uses on the property in accordance with the UDO, except as otherwise modified by this Master Plan.

B. Overall Maximum Development Intensity. The total amount of development on the Property shall not exceed the intensities for each use as set forth below:
   i. Commercial– 10,000 SF, which can be located in Mixed-Use and General building types
   ii. Residential Dwelling Units – 100 units, which can be located in Apartment building types
   iii. General Notes
      1. The term “commercial” shall not act as a limitation or prohibition on those allowable Principal uses for NX- districts as shown in UDO Section 6.1.4., unless specifically prohibited in Section 10 of this Master Plan.
      2. Any principal use other than a residential dwelling unit shall be classified as “commercial” for this Master Plan.

C. Tract A Maximum Development Intensity: The total amount of development on the Property shall not exceed the intensities for each use as set forth below:
   i. Residential Dwelling Units – 100 units, which can be located in Apartment building types

D. Tract B Maximum Development Intensity: The total amount of development on the Property shall not exceed the intensities for each use as set forth below:
   i. Commercial – 10,000 SF, which can be located in Mixed-Use and General Building types

9. MODIFICATIONS

A. Parking Standards – The Planned Development shall comply with the Downtown District (DX-) vehicle parking standards in UDO Section 7.1.3. It is expressly
understood that the vehicle parking maximum standard of UDO Section 7.1.3.A.1.a. shall not apply. All parking to be accessed by private alley.

B. Vehicle Parking Lot Islands – The vehicle parking lot island requirements in UDO Section 7.1.7 shall not apply to parking spaces located within a building’s footprint.

C. Utility Easement – There shall be no five-foot (5’) utility easement requirement along Person Street and Blount Street.

D. Street sections will be those shown on Sheet C.5.01 Typical Roadway Sections.

E. 10% of the gross site area will be open space, and will be located on Tract A.

F. Outdoor amenity area will not be required for Tract A or Tract B.

G. The following base dimensional standards, also found in Table 1 of Sheet C3.00, shall apply for any Apartment building type:
   i. The minimum lot area shall not apply.
   ii. The maximum lot area shall not apply.
   iii. The building width in primary build-to (min.) shall be 55%.
   iv. The building width in side build-to (min.) shall be 20%.
   v. The ground floor elevation (min) shall be 0’.
   vi. The blank wall area (max.) standard shall not apply along Bragg Street and Branch Street.

H. The following base dimensional standards, also found in Table 1 of Sheet C3.00, shall apply for any General building type:
   i. The maximum lot area shall not apply.
   ii. The building/structure setbacks from an alley (min.) shall be 4’.

I. The following base dimensional standards, also found in Table 1 of Sheet C3.00, shall apply for any Mixed Use building type:
   i. The maximum lot area shall not apply.
   ii. The building/structure setbacks from an alley (min.) shall be 4’.
   iii. The ground story height, floor to floor (min.) shall be 11’.
   iv. The ground story (min.) transparency standard shall be 33%.

10. ADDITIONAL DEVELOPMENT STANDARDS

A. The following principal uses as listed in UDO section 6.1.4 shall be prohibited:
   i. Vehicle fuel sales
   ii. Vehicle sales/rental
   iii. Detention center, jail, prison
   iv. Vehicle repair (minor)

B. The maximum building height for any building on Tract A will be 5 stories and fifty-five feet (55’). The maximum building height for any building on Tract B will be 3 stories and fifty feet (50’).

C. The fifth floor of any building containing residential dwelling units shall be limited to the following uses: conditioned space will be limited to vertical circulation, including stairs, landings, and vestibules; the remainder will be open air decks.

D. Build-To standards for the General and Mixed Use building types shall follow Table 1 of Master Plan sheet C3.00.

E. The maximum blank wall area for a General building type shall be 20’.
F. The Project shall comply with NX-sign standards.

G. Building orientation - A minimum of 40% of units will have a primary pedestrian access on the public streets. The remaining units will have primary pedestrian access from the common open space which is ADA-accessible.

H. The facades of the building shall be constructed from one or more of the following materials: glass, concrete, clay or brick masonry, stone masonry, stucco, cementitious siding, native and manufactured stone, and pre-cast concrete.

I. Synthetic stucco (EIFS) and vinyl shall be prohibited as building siding materials. However, vinyl windows, decorative elements and trim are permitted.

J. Developer shall engage a local artist to create on-site art that recognizes the history and significance of the South Park neighborhood. Said art shall be maintained and preserved by the property owners’ association responsible for common area maintenance.

K. The Open Space shall be publicly accessible. No barriers shall be erected to prevent the Open Space from public accessibility.
LOCATION: 1208 S BLOUNT STREET
PIN: 1703736554
EXISTING ZONING: INDUSTRIAL MIXED USE WITH 3 STORIES (IX-3)
PROPOSED ZONING: PLANNED DEVELOPMENT
INSIDE CITY LIMITS: YES
TOTAL SITE AREA: 3.84 ACRES

NOTE:
1. REFER TO CAROLINA COACH MIXED USE MASTER PLAN NARRATIVE FOR ADDITIONAL DETAIL.
2. NX SIGN STANDARDS WILL APPLY.
**TABLE 3 - Site Planning Requirements**

<table>
<thead>
<tr>
<th>Requirement</th>
<th>APARTMENT</th>
<th>CENTRAL BUILDING</th>
<th>MIXED USE BUILDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Adjacent</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Lot Minimum</td>
<td>18.00'</td>
<td>22.50'</td>
<td>22.50'</td>
</tr>
<tr>
<td>Lot Maximum</td>
<td>50.00'</td>
<td>50.00'</td>
<td>50.00'</td>
</tr>
<tr>
<td>Lot Area</td>
<td>0.20 AC</td>
<td>3.23 AC</td>
<td>3.44 AC</td>
</tr>
<tr>
<td>Building Height</td>
<td>3 STORIES</td>
<td>5 STORIES</td>
<td>5 STORIES</td>
</tr>
<tr>
<td>Building Width</td>
<td>20.00'</td>
<td>20.00'</td>
<td>20.00'</td>
</tr>
<tr>
<td>Building Orientation</td>
<td>Northeast</td>
<td>Northwest</td>
<td>Northwest</td>
</tr>
<tr>
<td>Maximum Blank Wall Area</td>
<td>20'</td>
<td>20'</td>
<td>20'</td>
</tr>
<tr>
<td>Minimum Lot Area</td>
<td>Does not apply</td>
<td>Does not apply</td>
<td>Does not apply</td>
</tr>
</tbody>
</table>

**Notes:**
- No vehicular parking is required for commercial use.
- No vehicular parking is required for commercial use.
- The ground story (min.) transparency standard shall be 33%.
- The building/structure setbacks from an alley (min.) shall be 4'.
- The following principal uses as listed in UDO section 6.1.4 shall be prohibited:
  - Vehicle repair (minor)
  - Detention center, jail, prison
  - Vehicle sales/rental
  - Vehicle fuel sales

**Master Plan Narrative:**

- 10% of the gross site area will be open space, and will be located on Tract A.
- Developer shall engage a local artist to create on-site art that recognizes the history and significance of the South Park neighborhood.
- Outdoor amenity area will not be required for Tract A or Tract B.
- Synthetic stucco (EIFS) and vinyl shall be prohibited as building siding materials. However, vinyl windows, decorative elements and trim are permitted.
- The facades of the building shall be constructed from one or more of the following materials: glass, concrete, clay or brick.
- The following base dimensional standards, also found in Table 1 of Sheet C3.00, shall apply for any Mixed Use building type:
  - Building Type: General and Mixed Use
  - Section 7.1.3. It is expressly understood that the vehicle parking maximum standard of UDO Section 7.1.3.A.1.a. shall not apply.
  - All parking to be accessed by private alley.
  - The following principal uses as listed in UDO section 6.1.4 shall be prohibited:
    - Vehicle repair (minor)
    - Detention center, jail, prison
    - Vehicle sales/rental
    - Vehicle fuel sales
  - The maximum blank wall area for a General building type shall be 20'.
  - The building width in side build-to (min.) shall be 20%.
  - The minimum lot area shall not apply.
  - The maximum lot area shall not apply.

**Utility Easement:**
- There shall be no five-foot (5') utility easement requirement along Person Street and Blount Street.

**Street Sections:**
- Street sections will be those shown on Sheet C5.01 Typical Roadway Sections.

**Coding:**
- A - Building location
- B - Setback
- C - Trails
- D - Private driveway
- E - Public street
- F - Utility easement
- G - Open space
- H - Green space
- I - Sunlight area
- J - Opaque wall
- K - Transparent wall
- L - Building height
- M - Building width
- N - Lot area
- O - Lot orientation
- P - Lot setback
- Q - Lot area
- R - Lot orientation
- S - Lot setback
- T - Lot area
- U - Lot orientation
- V - Lot setback
- W - Lot area
- X - Lot orientation
- Y - Lot setback
- Z - Lot area

**Scale:**
- 1" = 100'
PEDESTRIAN CIRCULATION GREENWAY CONNECTION PLAN

LEGEND:

- PEDESTRIAN ACCESS
- NO BARRIERS SHALL BE ERECTED TO PREVENT THE OPEN SPACE FROM PUBLIC ACCESSIBILITY.
TYPICAL MAJOR SECTION FOR S. BLUNT STREET AND PERSON STREET

77' RIGHT-OF-WAY 45 4.5-B

NOTE:
1. BRAGG AND BRANCH STREET WILL BE NEIGHBORHOOD STREET, R.O.W WIDTH IS 64', BACK CURB TO BACK CURB IS 36'.
2. BRAGG AND BRANCH STREET WILL BE PROPOSED AS NEIGHBORHOOD STREET PER SECTION UDO SEC. 8.4.4 LOCAL STREETS

ALLEY SECTION
1. The site will meet all City of Raleigh stormwater requirements for commercial development site plan and article 9.4 of the UDO during concurrent review.
2. The storm collection system is shown for illustrative purposes only. Specific drainage details may be addressed during the subdivision review process.
3. TRIBUTARY: NEUSE RIVER BASIN.
4. SOILS: URBAN LAND.
5. The effect of lot will meet Article 9.4 of the UDO during concurrent review.

**PROPOSED MAJOR CONTOUR**

**PROPOSED MINOR CONTOUR**

**EXISTING MAJOR CONTOUR**

**EXISTING MINOR CONTOUR**

**PROPOSED STORM DRAINAGE**

**PROPOSED CATCH BASIN**

**PROPOSED JUNCTION BOX**

**PROPOSED AREA DRAIN**

**FLOW DIRECTION**

**GRADING LEGEND:**
CAROLINA COACH PLANNED DEVELOPMENT

MATERIAL PLAN

Scale:
1" = 50'

NOTE:
NO PRIMARY OR SECONDARY TCA ON SITE
TO: Bynum Walter, AICP, Comprehensive Planning Supervisor  
FROM: Eric J. Lamb, PE, Transportation Planning Manager  
DATE: June 24, 2020  
SUBJECT: TIA Review Amendment Z-14-19 Carolina Coach

This memo updates the previously approved TIA review dated September 19, 2019 for the Carolina Coach Planned Development. The applicant has amended their plan to include an additional 2,000 square feet of retail space. The previously approved review was based on 100 dwelling units of Mid-Rise Multifamily Housing and 8,000 square feet of Retail. The updated condition now includes 100 dwelling units of Mid-Rise Multifamily Housing and 10,000 square feet of Retail. This memo addresses only the pertinent changes from the original assumptions and their projected impacts.

**Development Details**

*Site Location:* Downtown Raleigh, bounded by Bragg Street to the north, Branch Street to the south, Person Street to the east and Blount Street to the west.

*Address:* 1208 Blount Street

*Property Pin:* 1703738654

*Current Zoning:* IX-3

*Proposed Zoning:* PD

*Existing Land Use:* Vacant

*Existing Allowable Land Use:* 820 Shopping Center (102,560 SF)

*Proposed Allowable Land Use:* 221 Multifamily Housing (Mid-Rise, 100 units)  
820 Shopping Center (10,000 SF)

*Build-out Year:* 2021
Study Area & Analysis Scenarios (*Unchanged from previous memo*)

The following intersections were studied as part of this TIA:

1. Martin Luther King, Jr. Boulevard at Blount Street  *(Signalized)*
2. Martin Luther King, Jr. Boulevard at Person Street  *(Signalized)*
3. Bragg Street at Blount Street  *(Unsignalized, TWSC)*
4. Bragg Street at Person Street  *(Unsignalized, TWSC)*
5. Bragg Street at Garner Road  *(Signalized)*
6. Branch Street at Blount Street  *(Unsignalized, TWSC)*
7. Branch Street at Person Street  *(Unsignalized, TWSC)*
8. Hoke Street at Blount Street/Hammond Road  *(Signalized)*
9. Hoke Street at Person Street/Hammond Road  *(Signalized)*
10. Bragg Street at Site Driveway 1  *(Unsignalized)*
11. Bragg Street at Site Driveway 2  *(Unsignalized)*
12. Branch Street at Site Driveway 1  *(Unsignalized)*
13. Branch Street at Site Driveway 2  *(Unsignalized)*

*TWSC = Two Way Stop Control*

**Trip Generation**

WSP made the following assumptions as agreed to by City Staff:

- 10th Edition ITE Trip Generation Manual – Land Use Codes as listed in the tables below
- A 0.5% growth rate will be applied to the study year 2021
- Internal Capture will be applied to the trip generation potential of the site,
- A 10% multi-modal capture (bike/ped/transit) will be applied to both the current and proposed zoning conditions.
- There are no apparent existing trips for the existing land use.

### Table 1: Existing Zoning Maximum Trip Generation

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Intensity</th>
<th>Daily Traffic (vpd)</th>
<th>AM In</th>
<th>AM Out</th>
<th>AM Total</th>
<th>PM In</th>
<th>PM Out</th>
<th>PM Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shopping Center</td>
<td>820</td>
<td>102,560 SF</td>
<td>6116</td>
<td>126</td>
<td>77</td>
<td>203</td>
<td>266</td>
<td>288</td>
<td>554</td>
</tr>
</tbody>
</table>

10% Multimodal Reduction:  
- Pass-by Trip Reduction:  
- Non-Pass-by Primary Trips:  

<table>
<thead>
<tr>
<th></th>
<th>In</th>
<th>Out</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shopping Center</td>
<td>-13</td>
<td>-8</td>
<td>-21</td>
</tr>
<tr>
<td></td>
<td>-27</td>
<td>-29</td>
<td>-56</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>In</th>
<th>Out</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shopping Center</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>-81</td>
<td>-88</td>
<td>-169</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>In</th>
<th>Out</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shopping Center</td>
<td>113</td>
<td>69</td>
<td>182</td>
</tr>
<tr>
<td></td>
<td>158</td>
<td>171</td>
<td>329</td>
</tr>
</tbody>
</table>
### Table 2: Proposed Zoning Trip Generation

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Intensity</th>
<th>Daily Traffic (vpd)</th>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>Multifamily Housing</td>
<td>221</td>
<td>100 Units</td>
<td>543</td>
<td>9</td>
<td>25</td>
</tr>
<tr>
<td>(Mid-Rise)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shopping Center</td>
<td>820</td>
<td>10,000 SF</td>
<td>1,256</td>
<td>97</td>
<td>60</td>
</tr>
<tr>
<td>Total Trips:</td>
<td></td>
<td></td>
<td></td>
<td>1622</td>
<td>106</td>
</tr>
<tr>
<td>Internal Capture:</td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>10% Multimodal Reduction:</td>
<td></td>
<td></td>
<td></td>
<td>-11</td>
<td>-9</td>
</tr>
<tr>
<td>Total New Primary Trips:</td>
<td></td>
<td></td>
<td></td>
<td>94</td>
<td>76</td>
</tr>
<tr>
<td>Proposed Zoning Trips vs. Existing Zoning Trips</td>
<td></td>
<td></td>
<td></td>
<td>-19</td>
<td>7</td>
</tr>
</tbody>
</table>

The Proposed Zoning scenario would generate a decrease in the total peak hours and daily traffic volume as compared to the maximum buildout under the current zoning.

**Site Traffic Distribution (Unchanged from previous memo)**

Trips generated by the proposed development were distributed based on a review of surrounding land uses and existing traffic patterns.

- 35% to/from the north via Blount St./Person St.
- 15% to/from the west via Martin Luther King, Jr. Blvd.
- 5% to/from the east via Martin Luther King, Jr. Blvd.
- 5% to/from the northeast via Garner Rd.
- 40% to/from the south via Blount St./Person St.
Results and Impacts

Level of Service (LOS) results for the studied intersections are summarized in the table below.

Table 3: Level of Service Results

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Martin Luther King Jr Blvd &amp; S Blount St</td>
<td>B D 16.65 21.7</td>
<td>B D 16.65 47.7</td>
<td>B E 16.9 67.4</td>
<td>B E 16.9 57.4</td>
<td>B D 12.7 50.4</td>
</tr>
<tr>
<td>Martin Luther King Jr Blvd &amp; S Person St</td>
<td>F B 8.1 0.18</td>
<td>F B 8.3 13.8</td>
<td>C 8.7 32.3</td>
<td>F B 8.6 18.8</td>
<td>E B 6.8 18.2</td>
</tr>
<tr>
<td>Bragg St &amp; S Blount St*</td>
<td>- - 1.6 0.9</td>
<td>- - 1.6 1.0</td>
<td>- - 1.8 2.7</td>
<td>- - 1.9 1.2</td>
<td>- - 1.9 1.2</td>
</tr>
<tr>
<td>Bragg St &amp; S Person St*</td>
<td>- - 3.4 2.3</td>
<td>- - 3.5 2.4</td>
<td>- - 5.5 4.8</td>
<td>- - 5.5 2.7</td>
<td>- - 5.5 2.7</td>
</tr>
<tr>
<td>Bragg St &amp; Garner Rd</td>
<td>A A 6.1 8.0</td>
<td>A A 6.1 8.0</td>
<td>A A 6.2 8.5</td>
<td>A A 6.2 8.1</td>
<td>A A 6.4 7.4</td>
</tr>
<tr>
<td>Branch St &amp; S Blount St*</td>
<td>- - 0.4 0.3</td>
<td>- - 0.4 0.3</td>
<td>- - 0.7 2.6</td>
<td>- - 0.7 0.5</td>
<td>- - 0.7 0.5</td>
</tr>
<tr>
<td>Branch St &amp; S Person St*</td>
<td>- - 0.7 1.4</td>
<td>- - 0.7 1.3</td>
<td>- - 1.0 3.5</td>
<td>- - 1.1 1.6</td>
<td>- - 1.1 1.6</td>
</tr>
<tr>
<td>Hoke St &amp; S Blount St/Hammond Rd</td>
<td>B B 17.6 12.3</td>
<td>B B 17.6 12.4</td>
<td>B B 17.8 12.7</td>
<td>B B 17.7 12.4</td>
<td>A A 8.8 7.3</td>
</tr>
<tr>
<td>Hoke St &amp; S Person St/Hammond Rd</td>
<td>B B 13.2 10.1</td>
<td>B B 13.3 10.1</td>
<td>B B 13.5 10.1</td>
<td>B B 13.5 10.1</td>
<td>B B 13.5 12.5</td>
</tr>
<tr>
<td>Bragg St &amp; Site Driveway 1*</td>
<td>- - - - - -</td>
<td>- - - - - -</td>
<td>- - 1.6 2.3</td>
<td>- - 1.6 0.8</td>
<td>- - 1.6 0.8</td>
</tr>
<tr>
<td>Bragg St &amp; Site Driveway 2*</td>
<td>- - - - - -</td>
<td>- - - - - -</td>
<td>- - 1.6 2.6</td>
<td>- - 1.7 1.0</td>
<td>- - 1.7 1.0</td>
</tr>
<tr>
<td>Branch St &amp; Site Driveway 1*</td>
<td>- - - - - -</td>
<td>- - - - - -</td>
<td>- - 2.9 2.3</td>
<td>- - 3.0 1.3</td>
<td>- - 3.0 1.3</td>
</tr>
<tr>
<td>Branch St &amp; Site Driveway 2*</td>
<td>- - - - - -</td>
<td>- - - - - -</td>
<td>- - 2.8 5.1</td>
<td>- - 2.9 2.2</td>
<td>- - 2.9 2.2</td>
</tr>
</tbody>
</table>

When Table 3 is compared to the previously approved summary of results, no significant changes are indicated.

Conclusions

City Staff agrees with the updated analysis performed as a result of the project adding 2,000 square feet of retail to the original submittal. Based on these findings, there are no significant changes to the projected levels of service. Therefore, city staff makes no further recommendation at this time.

EJL / bc
REZONING OF PROPERTY CONSISTING OF +/- 3.86 ACRES
LOCATED BETWEEN SOUTH BLOUNT STREET, SOUTH PERSON STREET, BRANCH
STREET AND BRAGG STREET, IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS ON
MARCH 28, 2019

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Thursday, March 28, 2019 at 6:30 p.m. The property considered for this potential rezoning totals approximately 3.86 acres, and is located between South Blount Street, South Person Street, Branch Street and Bragg Street, in the City of Raleigh, having Wake County Parcel Identification Number 1703-73-8654. This meeting was held at the Chavis Community Center, located at 505 Martin Luther King Jr. Boulevard, Raleigh, NC 27601. All owners of property within 500 feet of the subject property were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.
EXHIBIT A – NEIGHBORHOOD MEETING NOTICE

[Image: Longleaf Law Partners logo]

To: Neighboring Property Owner

From: Michael Birch

Date: March 18, 2019

Re: Neighborhood Meeting for Potential Rezoning of 1208 S Blount Street

We are counsel for a developer that is considering rezoning the 3.86-acre tract of land located between S Blount Street, S Person Street, Branch Street and Bragg Street, with an address of 1208 S Blount Street and Parcel Identification Number 1703-73-8654 (the "Property"). The Property is currently zoned Industrial Mixed Use with a maximum building height of three stories (IX-3), and the developer is considering rezoning the Property to the Planned Development (PD) district in order to allow a five-story residential development with roof-top terraces.

You are invited to attend a meeting to discuss the potential rezoning. We have scheduled a meeting with surrounding property owners on Thursday, March 28, 2019 at 6:30 p.m. This meeting will be held in the media center at the Chavis Community Center located at 505 Martin Luther King Jr. Boulevard, Raleigh, NC 27601.

We previously held a neighborhood meeting for this rezoning on Tuesday, September 11, 2018. We will present much of the same information that was presented at the prior neighborhood meeting.

The City of Raleigh requires a neighborhood meeting involving the owners of property within 500 feet of the Property prior to filing a rezoning application. After the meeting, we will prepare a report for the Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at 919.645.4317 and mbirch@longleaflp.com. Also, for more information about rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planning Department at 919.996.2180 or rezoning@raleighnc.gov.
EXHIBIT C – ITEMS DISCUSSED

1. Architectural styles: Modern versus Traditional
2. The amount of commercial space permitted under the PD narrative
3. The potential effects to neighbors’ property values
4. The type of commercial uses contemplated once development is complete, and where the commercial space would be located on site
5. Other Stanley Martin Homes products in Raleigh and other cities
6. Common amenity areas for condominium residents
7. Parking for residents and guests
8. How the project can incorporate the park north of the site
9. The possible construction timeline after rezoning approval
10. The total number of residential units
11. Affordable housing
12. Remediation of the site from prior uses, and the Brownfield program
13. Stormwater runoff and possible remediation
14. The height of the condominiums
15. The possibility for educational and training space within the designated commercial space
EXHIBIT D – MEETING ATTENDEES

1. Andrew Clark
2. Lonnette Williams
3. Josephus Richburg
4. Carolyn Winters
5. Joseph Winters